

To: Bellenger, Gail[gbellenger@pec.us.com]
Cc: Cynthia[cstaszak@blm.gov]; Dana Backer[dbacker@blm.gov]; Larry Crutchfield[lcrutchf@blm.gov]; Paul Leatherbury[pleather@blm.gov]; to: Brian Bremner[engineer@color-country.net]; Tyler Hoskins[Tyler.Hoskins@jviation.com]; Lars Anderson[landerson@pec.us.com]
From: Betenson, Matthew
Sent: 2017-10-20T22:07:33-04:00
Importance: Normal
Subject: Re: HITRR display boards, comment sheet and FAQs
Received: 2017-10-20T22:08:08-04:00
[Public Hearing Boards_KC_MB_reduced.pdf](#)

Reduced images file for the briefing boards...in case the google drive doesn't work for some. Paul if they don't look good at size we may need you to split some out and send them separately.

On Fri, Oct 20, 2017 at 8:04 PM, Betenson, Matthew <mbetenso@blm.gov> wrote:

Thanks Gail, these are looking really good. I went through and made changes throughout the documents they have " MB". Please review. The P&N is expected to be final from UTSO on Monday. I probably won't be available for any further reviews.

Thanks!

Attached are updated all documents...please review. Let us know if you have a problem opening the google file.

https://drive.google.com/a/doi.gov/file/d/0B_oAJ91rEsZpaHhrdlE2Yk9tVzQ/view?usp=sharing

On Fri, Oct 20, 2017 at 2:35 PM, Bellenger, Gail <gbellenger@pec.us.com> wrote:

Sorry for getting this out so late, but if you could review eveyrthing and get any comments to me no later than Monday morning, I would appreciate it. We are still working on the rendering, so hopefully I can send that out Monday for review as well.

I was sent some quotes, which I think are great, but I can't figure out where to put them. Any ideas?

Thanks, everyone! Have a great weekend.

[Public Hearing Boards_KC.pdf](#)

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WELCOME

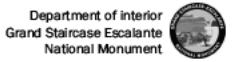
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HOLE-IN-THE-ROCK ROAD REPAIR PROJECT



Purpose and Need



Purpose:

The need of this project is to improve safety, control erosion and down cutting, repair deteriorating conditions along the road, facilitate easier automobile travel, enable long term maintenance, resolve drainage issues, correct visual intrusions along the road and protect cultural and natural resources found along the road.

Need:

The purpose of this project is to bring the road in compliance with the latest safety standards while providing a more reliable all weather road. The proposed project would be in conformance with the GLENM Management Plan (MMP) and repair of the MFLR would fulfill objectives outlined in the MMP. This project would specifically conform to MMP direction related to maintenance of roads (TURB), restoration and revegetation (REV), native versus non native plants (NAT), and vegetation (VEG). The project concept includes installation and improvement of required drainage, a prism and the repair of a m



Pictures from 2010 flood event.



Water collected at the side of the roadway.



Alvey Wash. Large culverts fill with sediment during storm events.



Stretch of muddy road where visitors have driven off the roadway.



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Maintenance on the Road



The proposed project would repair the natural surface road, with gravel placed in problem areas. This grading and drainage project, would result in a crown and ditch road bed that will help the road shed water and return it to a consistent width.

Hole-in-the-Rock Road is currently graded approximately 20 times each summer, creating visitor safety concerns and significant expense to Garfield County.

Regular grading and constant manipulation of the road base causes degradation of the road through unintended widening and entrenching.

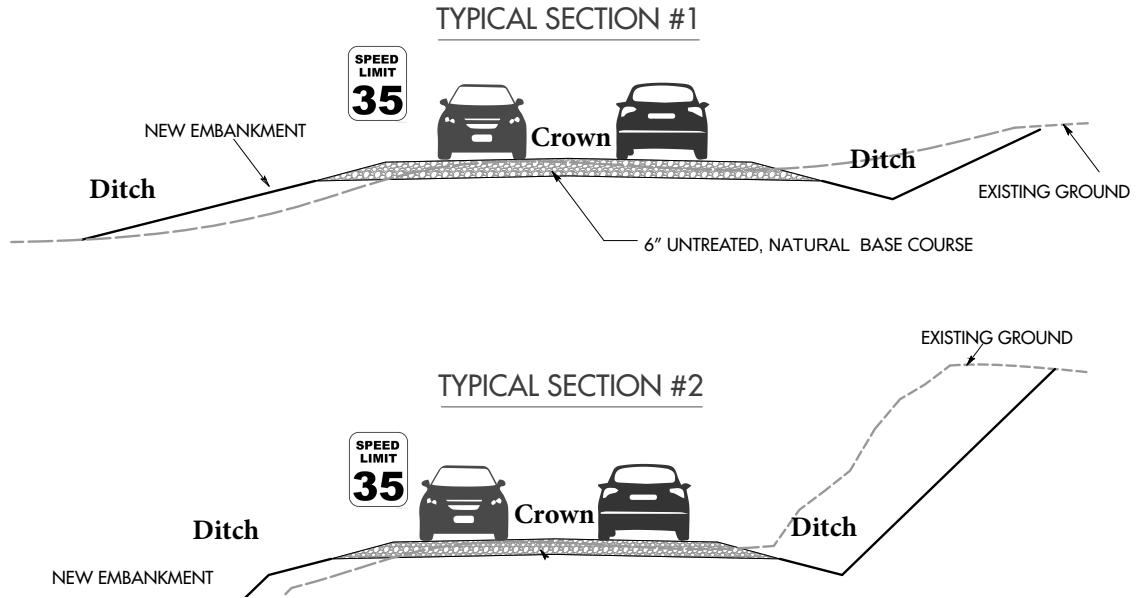
Heavy equipment will be staged in previously disturbed areas.



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Typical Cross Section

DESIGN STANDARDS:
SHOULDERS: 2 FT WIDE, TRAVEL LANES: 11 FT WIDE, DESIGN SPEED: 50 MPH



Hole-in-the-Rock
Road is currently
designed for 50+ mph
for most of its' length.

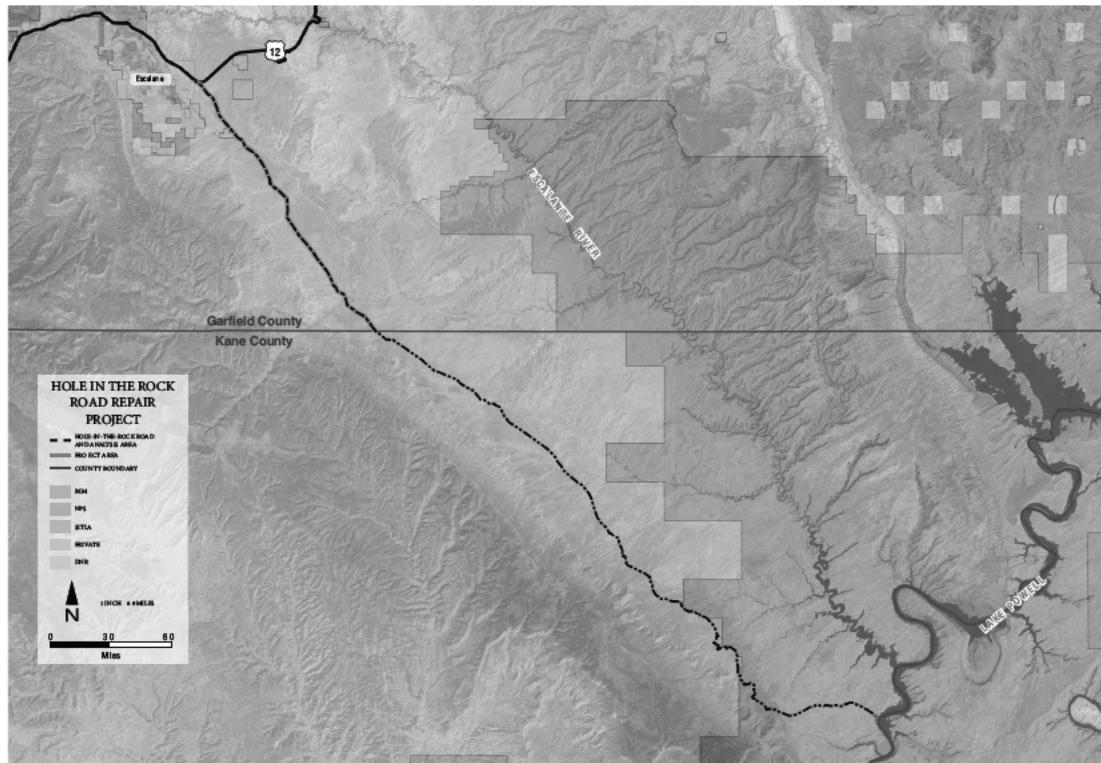
This project would
maintain the existing
alignment, which is
designed for a 50
mph speed limit.

However, a 35 mph
speed limit would
continue to be posted
along the road for
safety considerations.



Project Corridor

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- The proposed project will be in Garfield County only.
- A total of 23 culverted washes are located along Hole-in-the-Rock Road in Garfield County.
- Of the 23 culverted washes, 16 will be repaired, either with new culverts or modifications to existing culverts. Alvey Wash and Twentymile Wash may have design improvements for new culverts, pipe arch, or bridge structures to span the wash.



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Road Design Rendering

(will have two before and after photos inserted here)



Environmental Analysis

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Devil's Garden, one of the many natural resources along the road.



Hole-in-the-Rock Trail marker.



Native American rock art.

The Hole in the Rock Road closely follows the route of the 1879 Hole in the Rock trek, an epic journey in which members of The Church of Jesus Christ of Latter day Saints (LDS), also known as Mormons, established a more direct route across the Colorado River to the southeastern corner of Utah in order to settle at Fort Bluff along the San Juan River.

This journey is noted in the GSENM Proclamation, "The monument has a long and dignified human history: it is a place where one can see how nature shapes human endeavors in the American West... Early Mormon pioneers left many historic objects....and built and traversed the renowned Hole in the Rock Trail as part of their epic colonization efforts."

The project effect on many resources will be analyzed including vegetation, wildlife, soil, recreation, wilderness character, cultural resources and others.



The project includes analysis of impacts to the ecosystem. This includes soils, wildlife, threatened and endangered species, vegetation and water.



An example of an ephemeral wash along the road.



Pink prickly pear flower.



Indian paintbrush.



Greater short-horned lizard.

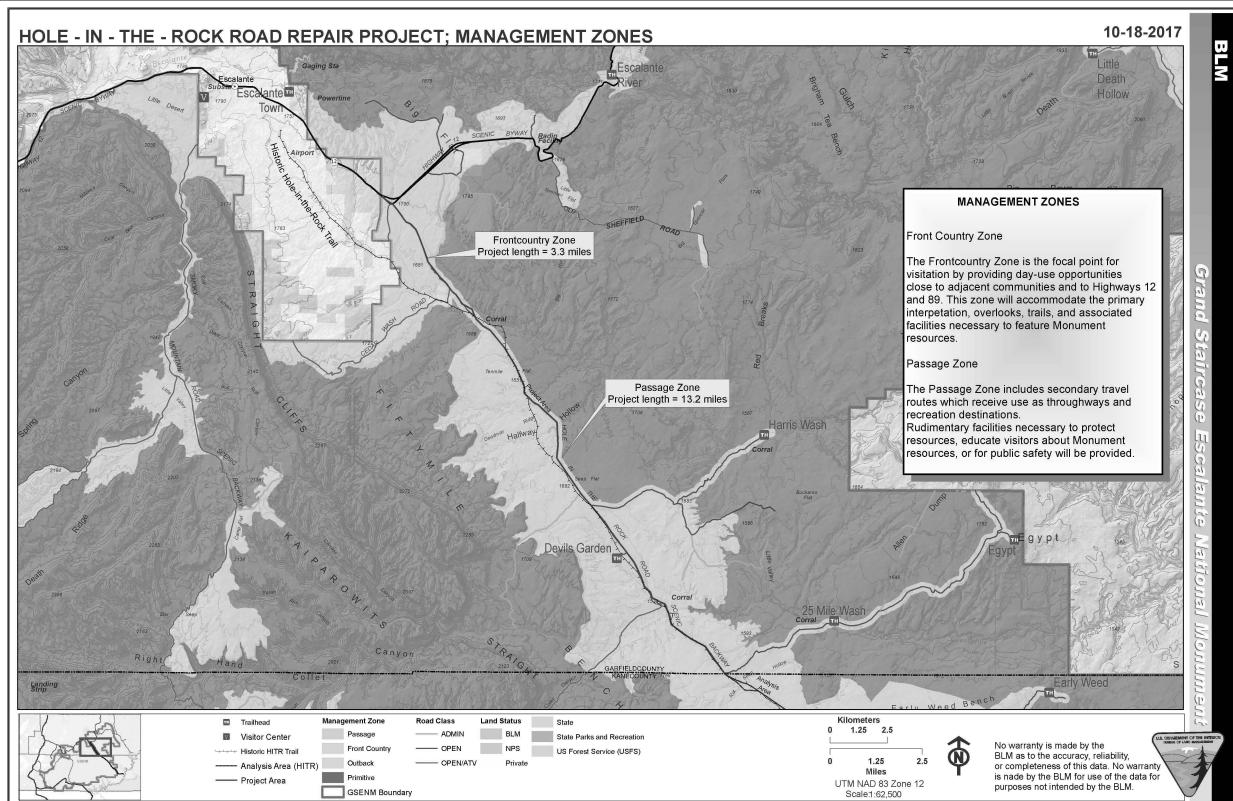


NATIONAL CONSERVATION LANDS



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Management Zones



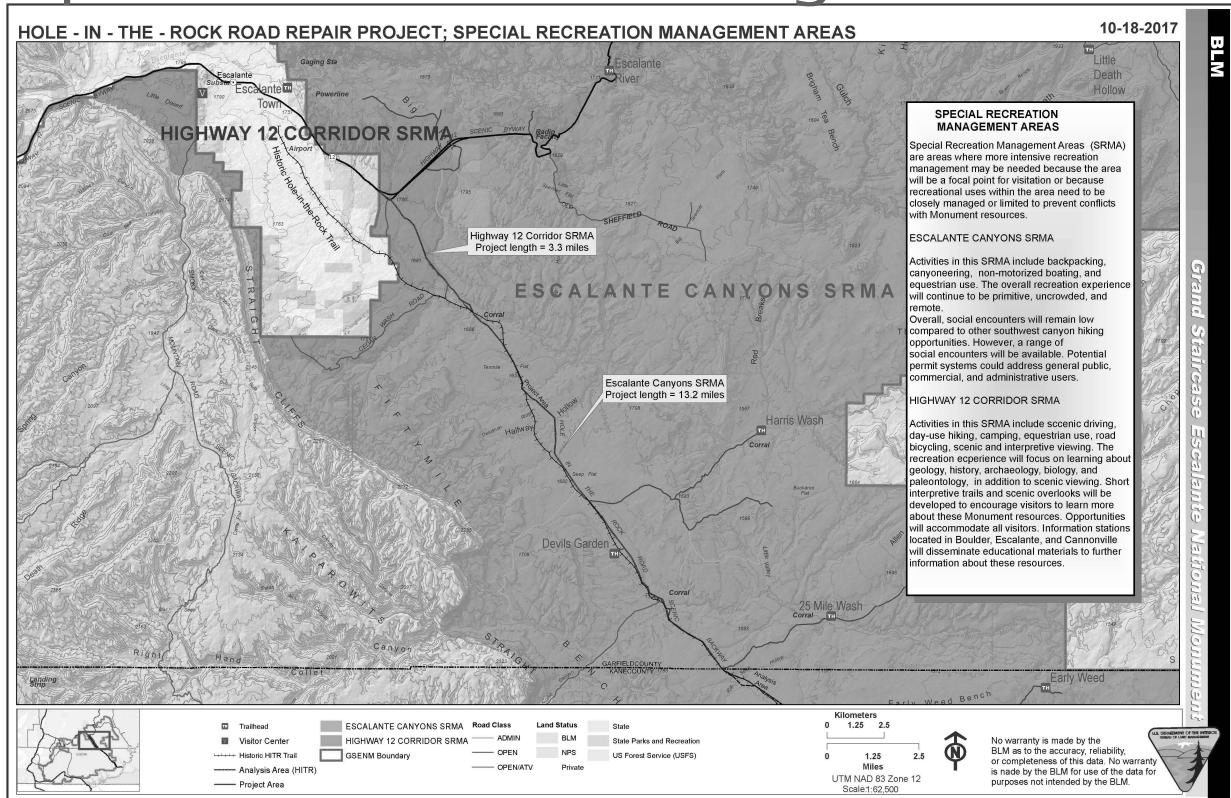


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Special Recreation Management Areas



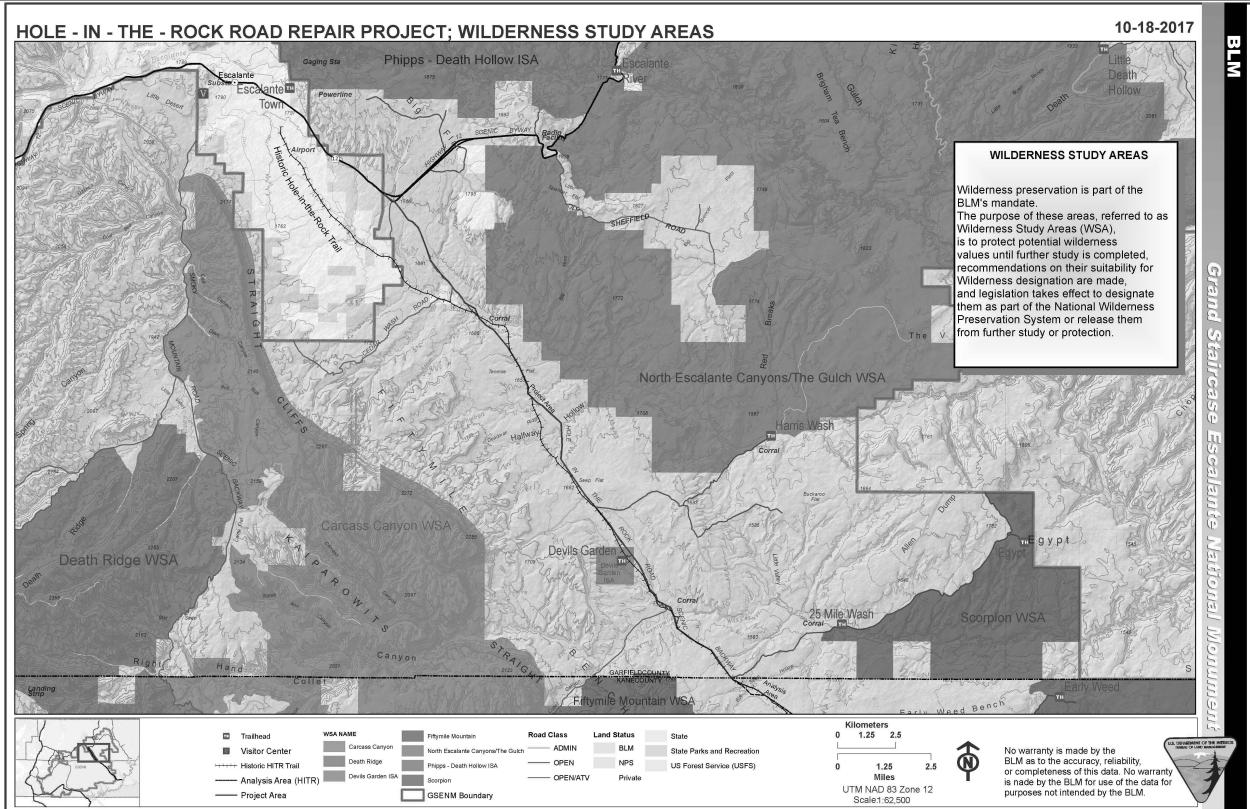


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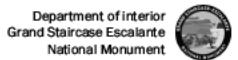


Wilderness Study Areas

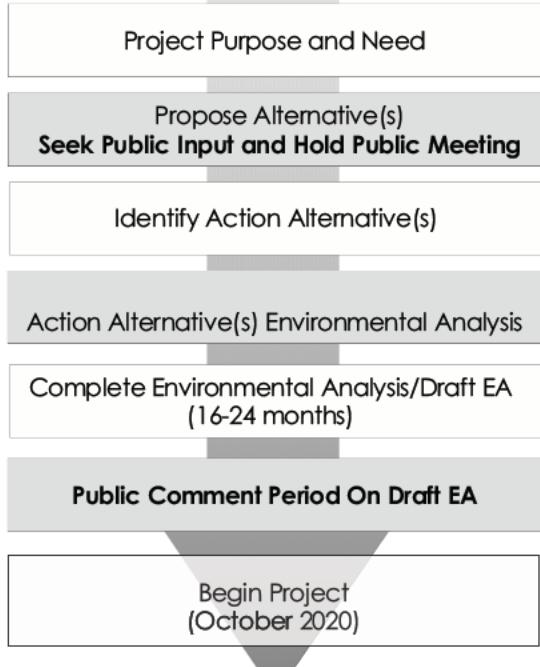




How To Get Involved



Schedule & EA Process



Comment Process

- 1) Fill out a comment form at this meeting and submit it to the project team.
- 2) Submit a comment via email at BLM_UT_GS_comments@blm.gov
- 3) Mail comments to Matt Betenson, BLM Grand Staircase-Escalante National Monument, 669 S. Highway 89A, Kanab, UT 84741.

Please visit the project website for additional information.

<https://go.usa.gov/xRz8R>

Comments should be received by November 9th, 2017.